Wm. L. Rice, 2665 West Michigan street, Telephones: Old, 28750; new, 3152 Territory west of White river. FLORISTS-

AGENT INDIANAPOLIS JOURNAL-

BERTERMANN FLORAL COMPANY, New No. 241 Mass. ave., 226 N. Del. st. Tel. 840 MANTELS AND GRATES-P. M. PURSELL (Mantels, Furnaces), 221 Mass. ave.

PATENT LAWYERS-V. H. LOCKWOOD, 415-418 Lemcke building.

BALE AND LIVERY STABLES— HORACE WOOD (Carriages, Traps. Buck-boards, etc.) 25 Circle. Tel. 1097. boards, etc.) WILLIAM WEIGEL. 243 South Meridian Street.

FRANK BLANCHARD, 99 N. Delaware st. Tel. 411. Lady Attendant. WALL PAPERS H. C. STEVENS. New Style Wall Paper Low prices, 930 N. Senate ave. Tel. 2 on 2552.

UNDERTAKERS

FUNERAL DIRECTORS. 

PLANNER & BUCHANAN-(Licensed embalmers.) Can ship diphtheria and scarlet fever. Lady embalmer for ladies and children. 220 North Illi-nois st. Telephone 641, new and old. C. E. KREGELO. FUNERAL DIRECTOR,

223 N. Delaware St. E. Vermont St. (Colonial Flats.) New Phone, 1749. DIED.

BTUCK-Mrs. Mary Jane Stuck, wife of Mathias A. Stuck, at her home, 18:8 Shelby street, Sat-urday evening at 7:30. Funeral Tuesday at 1:30. Friends invited. FINANCIAL.

LOANS-Money on mortgages. C. F. SAYLES, 127 East Market street. LOANS—On city property; 5½ per cent.; no commission; money ready. C. N. WILLIAMS & CO., 319 Lemcke building. ONEY-To loan on Indiana farms; lowest mar-ket rate; privilege for payment before due; we so buy municipal bonds. THOS. C. DAY & CO., 805-812 Law building, Indianapolis.

STORAGE. DRAGE-INDP'LS WAREHOUSE CO.
F. E. Kurtz, Pres. H. A. Crossland, Mgr.
(New) 517-523 S. Penn. 'Phone 1343.
We STORE, PACK and HAUL. Company, corner East Ohio street and Beeine tracks; only first-class storage solicited.

WANTED-MISCELLANEOUS.

GOODS A SPECIALTY

WANTED-Dental work free at Central College of Dentistry, southwest corner of Ohio and Ill is streets. No charge, except for cost of ma WANTED-MALE HELP.

WANTED-For U. S. Army: Able bodied up men between ages of 21 and 35; citi-United States, of good character and abits, who can speak, read and write Recruits are specially desired for serv-hilippines. For information apply to Re-Officer, 25 N. Illinois street, Indianapo-

WANTED-AGENTS. GENTS WANTED-To sell Wonder Shoe Pol-

FOR SALE.

FOR SALE-At a bargain, two and one-half shares of stock of the American Central Life ance Company. 1635 Stevenson OR SALE-No. 1 iron tank; capacity 400 gallons; in good condition; will sell cheap. in suite at Chalfant, Pennsylvania and Michigan, W. L. LARUE. OR SALE—For \$1,500 cash. A local business paying easily \$1,200 per year. An additional capital of \$1,000 would make earnings reach 1,500. First-class plant, and strict investigation

Address CS, care Journal. FOR RENT-ROOMS.

Ten squares from Circle, Address R 25, care Journal. CAPT. WILLIAM E. ENGLISH.

A Democratic View of His Renunciation of Bryanism.

S. E. Morss, in Indianapolis Sentinel. have read with a great deal of intert the letter in which my friend, Capt. liam E. English, announces a change itical relations. I must admi hat it is a very able document. It is wel written throughout; it is dignified and manly in tone, and it bears the stamp of bsolute sincerity. I do not think anyone who knows Captain English can question als entire honesty or fail to respect his ss and courage. I take no stock tever in the practice so current in all tical parties of stigmatizing as "renedes" and "turn-coats" men who, in the ce of new issues, or because of a sange of opinion on old issues, alter their d relations. We live in a free coun-If no one ever changed his mind in this country, or left one party to act with another, campaigns would be useless and ns superfluous. As Democrats we in freedom of thought and freedom When a man who has acted blican party announces that selled to sever his relations with t because he can no longer conscientiously ve its policles we commend him for manhood and his courage and welcome m with open arms to our fellowship. When a man like Captain English ansounces in a frank and open manner that he is no longer in sympathy with the pol-icles and purposes of a party with which he has been so long identified we must

stice and fairness consider that he is

Of course it frequently happens that men change their party relations under the imise of political disappointment or personal spite when their motives are so transparent and obvious that it is impossible to credit them with sincerity. But this is not the case with Capt. English. He has never been an office-seeker, but on the contrary has declined preferments at the hands of his party which might have en his repeatedly without the asking. I elieve Capt. English is frankly and honestly in sympathy with the present prin-ciples and policies of the Republican party. hese principles and policies are, it must be confessed, very different from those which the Republican party professed and acticed when Capt, English was so vigorsed to it. The captain believes that we did right in buying the disputed anish title to the Philippine islands and in trying to enforce that flimsy title at the point of the bayonet. He believes in a reat standing army and that it is the or the "destiny" of the United States to subjugate and hold in military vassalage so-called inferior peoples in distant quarters of the globe. He is not, never was, and never pretended to be a bimetal-Hst. He is in favor of government by inunction and is opposed to an income tax. believe he is wrong on every one of these itions. But I am sure he is honestly ng. It is better to be honestly wrong

than dishonestly right. I take more stock in a man who honestly ises an error than in one who opposes I am sorry to lose Capt. English, but pe that in due time he will see the error of his ways and return to the party to which he has rendered such gallant services in the past, and in which I honestly beleve the hope of the country rests. It may be that the captain will feel at home mong his new associates, but I doubt it. However, while I part with him politically with regret, I am glad to say that I do not Heve he will have a very large following in his new departure. I cannot think there are many men in Indiana, or in any other State, who, having been educated in the chool of Jefferson, and Douglas, and Tilden, and Hendricks, and McDonald and William H. English, can bring themselves to accept doctrines and policies which are so foreign to the teachings of those illusrious men as those which Capt. English has just embraced.

Boundary Dispute Settled,

MANAGUA, Nicaragua, Oct. 7 .- The imerial commissioners appointed by the govnments of Nicaragua and Honduras to fix the boundary between the two states, a matter long in dispute, have conclude heir work amicably, the result being satsfactory to both governments. President Zelava, the Cabinet and the Congress are at to return to Managua from a fortsight's visit to the city of Grenada, and

"GARLAND" STOVES AND RANGES

## TRAFFIC GAUGED BY CARS

NEARLY ALL RAILWAY LINES SHORT OF FRIEGHT EQUIPMENT.

Eastern Roads May Join Central Traffic and Western Associations in Issuing a Mileage Book.

The train records show that there were received and forwarded at Indianapolis in the week ended Oct. 6 a total of 27,691 cars, 21,644 being loaded, against 23,233 loaded cars in the corresponding week of 1899. against 22,912 in 1898, and 21,575 in 1897. It should be stated that in the first week in October last year freight traffic was at its maximum, yet the car service superintendents of the Big Four, of the Pennsylvania, the Vandalia and the Cincinnati, Hamilton & Dayton state that had their lines the cars the loaded car movement of last week would have handsomely exceeded that of the heavy movement of the corresponding period last year, and it is not for lack of causes the unfavorable comparison exhibit of last week. An unusual condition now is being shipped than in early October of | selected. some years past by rail, while in miscellaneous freight seldom is there a heavier ousiness, nearly every article on the classification list now moving, north and south as well as east and west lines profiting by the present conditions. Three weeks later lake navigation will close, and an increase of shipments of grain will doubtless result. Another noticeable feature is in the fact that while through business is lighter than at the corresponding period of 1899, what comes under the head of local traffic is much heavier than usual at this season of the year, owing to the good trade merchants are enjoying and to the heavier shipments of manufactures, not only of fron, steel and wood products, but in other lines, such as cerealine products, flour, etc. Export business is heavier than the corresponding period last year. Local packhouses are shipping more provisions and dressed meats than for some time past. Conditions as to freights in sight and as to the rates at which the business is carried could hardly be more favorable to the railways. The table below shows the number of loaded cars handled at this point for the

week ending Oct. 6, and for the corresponding weeks of 1899 and 1898: Names of Roads. , H. & D.-Ind'polls div. 908 enn.-I. & V..... Penn.-J., M. & I...... 1,054 Penn.-Columbus div..... 2,069 2,482 P. & E.-East dlv..... & E.-West div ..... 1,044 Big Four-Chicago div ..... 2,389 Big Four-Cincinnati div., 2,751 2.872 Big Four-St. Louis div ... 2,191 2,414 Big Four-Cleveland div. 2,558 2,536 Empty cars ...... 6,047 5,319 5.412

Reading's Annual Report.

Total movement ........27,691 28,452 28,324

The Reading Company, at Philadelphia,

last night made public its annual report,

in advance of its submission to the coming annual meeting of stockholders. The report covers not only the affairs of the Reading Company, but also those of the Philadelphia & Reading Railway Company and the Philadelphia and Reading Coal and Iron Company, of which corporations substantially all the stock is owned by the Reading Company. The report covers the year ended June 30 last, and shows that the three companies covered all expenses, interest and other charges, expenditures for betterments and maintenance of equipment, and in addition left a surplus of \$1,-938,000. The gross receipts were \$55,946,934, the expenses \$44,857,390, and the fixed charges and taxes \$9,150,543. The gross receipts, compared with the previous year, increased \$9,062,926, the expenses increased \$8.213,544, the charges increased \$76,691 and the surplus increased \$772,792. The anthracite coal tonnage of the year was 10,672,556 tons, an increase of 1,388,863 tons, and the oituminious tonnage of 4,539,719 tons, an perease of 338,097 tons. The merchandise tennage was 14,192,019 tons, a gain of 2,-806,091 tons. The revenue from coal increased 12.7 per cent., from merchandise 24.6 per cent. and from passengers 10.6 per cent. The earnings are the largest for some years. During the year there were exended \$797,520 for new tracks, during the ast six years \$553,189 for automatic signals, etc. (of which \$294,554 were during the last year); during the year \$127,425 for bridge renewals, and since 1896 for rolling and floating equipments \$5,997,990. For the latter \$623.866 were contributed by the Reading Railway, \$2,299,907 by car trusts and 11.735,990 by the sale of securities. The recently added equipment is now being paid for in installments of \$252,000 semiannually with interest at 4 per cent. annually until the whole amount of \$4,000,000 is One-half this equipment was delivered during the fiscal year and represents the \$2,299,937 above mentioned as provided by car trusts. There were \$765,817 expended forming his plain duty. during the year in equipping locomotives and cars with automatic couplers and air The company mined 9,219,764 tons of coal

luring the year, an increase of 1,036,120 tons and it bought 1.125,467 tons, a decrease of 20.914 tons. The coal cost to mine and buy 31.66.7 per ton, an increase of % cent per ton over the previous year. The funded debt of the coal and iron company was reduced \$1,374,000 during the year. The Reading general mortgage bond issue is now \$64,994,000, having been increased \$2,-434,000 during the year.

Religious Side of Railroad Work.

The tenth international conference of the railroad department of the Young Men's Christian Association will be held at the Pennsylvania Railroad branch headquarters at Philadelphia Oct. 11 to 14. There are at least 160 branches of the association, with a total membership of nearly 50,000. At least 1,000 ratiroad men will attend, and among them will be leading officials of the country's greatest lines. Among the prominent railroad men who have accepted invitations to address the meeting are Rev. Dr. Theodore L. Cuyler, of the New York Central; President A. J. Cassatt, of the Fennsylvania; First Vice President James McCrea, of the Pennsylvania lines west First Vice President Theodore Voorhees, of the Philadelphia & Reading; President Stevens, of the Chesapeake & Ohio; Prasicent Baldwin, of the Long Island; M Hobbs, purchasing agent of the Denver & Rio Grande; Wilbur A. White, of Chicago, and John R. Mott, of New York. The Pennsylvania will tender the visitors a special train to Atlantic city, and the Pullman Company has accorded them a special rate. Miss Helen Gould will assist the ladies' auxiliary of the Philadelphia reception committee in receiving the visitors. William A. Patton, assistant to the presi dent of the Pennsylvania Railroad, is chairman of the executive committee. A handsome souvenir, made out of locomotive bell matel, is to be presented to each delegate. It is in the shape of a keystone and has the following engraved on it "1900. Tenth International Conference Railroad Department, Y. M. C. A., at Philadelphia, Pa., Oct. 11-14." At the opening session it is expected that Charles E Fugh, second vice president of the Pennsylvania Railroad; W. A. Patton, chairman of the department, and W. C. Douglass, general secretary of the Philadelphia association, will extend greetings to the visitors. Friday evening will be "presidents night," and leading railway executives are expected to deliver addresses.

New Southern Railway Pool.

Beginning yesterday, a traffic arrangement between the Choctaw, Oklahoma & Gulf, the Little Rock & Hot Springs Westorn, the Illinois Central and the Louisville Nashville railroads, went into effect, un-Awarded highest prize Paris exposition 1900. der which a through service independent

of what is known as the "Diamond Joe" became operative. The Illinois Central and the two Western roads named will run through cars from Chicago to Hot Springs through the Memphis gateway. On the other hand the Louisville & Nashville's new time card has been so arranged that the noon train from Little Rack and Hot Springs over the Choctaw, will make con-nection with the Louisville & Nashville daylight express for the East.

Wabash Wants the C., R. & M. Wabash will make an effort to secure the new Cincinnati, Richmond & Muncie railroad, now building between College Corner, O., and Muncie, and which is to be extended in a northwesterly direction to a junction with the Chicago & Erie line affording almost an air-line to Chicago between Cincinnati, via the C., H. & D. route from Muncie, due northwest to a point on the C. & E., extends through Rich Valley, Wabash County, five miles west of Wabash, and it is understood that very reasonable inducements will bring the road through Wabash, striking the

Last Objector Is in Line.

Word has been received at Chicago by the roads which have been struggling with the formation of a transcontinental passenger association that the Rio Grande Western has decided to become a member. This freight to move, but shortage in cars that line has been holding back, and it was feared that its refusal would jeopardize the formation of the association. The headquarters of the organization will be exists in this branch of traffic. Less grain in Denver. No chairman has yet been

C., L. & W. Election.

The directors of the Cleveland, Lorain & Wheeling Railroad met at Cleveland and elected officers as follows: Edwin Winter, Chicago, chairman; Walter R Woodford, Cleveland, president; John B. Dennis, New York, vice president; Harry R. McMahon, Cleveland, secretary; W. Wade, Cleveland, treasurer; C. C. Glessner, Cleveland, auditor.

Belt Road Traffic. In the week ending Oct. 6 there were transferred over the Belt road 20,588 cars, Belt road engines handled at the stock-

heaviest traffic the road has done in any week of the last four months. Personal, Local and General Notes. A meeting of the Southwestern Passenger Buerau lines has been called for St Louis Oct. 10.

Chesapeake & Ohio earnings for the fourth week of September increased \$158,265; for the month, \$226,913; from July 1, in-The Mexican National Railroad will open

an office in Cincinnati, and it is reported that an office will be opened at Pittsburg at an early day. George N. Clayton, Northwestern passenger agent of the Wabash, is critically ill at his home in Omaha, having been uncon-

scious since last Wednesday Texarkana has offered a bonus of \$50,000 to the Iron Mountain for the location of the shops of that road, recently burned in

Little Rock, in Texarkana New block-signal work on the Columbus & Newark line, operated jointly by the Bal-timore & Ohio and the Panhandle, will be completed in about ten days. The Chicago & Eastern Illinois has es-

tablished night telegraph and signal service at Pittwood on the Chicago division and at Dickason, on the Terre Haute division. M. J. Burke, formerly a Big Four road master, more recently on the Lake Erie & Western, was buried yesterday at Paxton, III. He was highly esteemed by his superior Receiver Malott says there is no truth in

the report that the Vandalia Company has leased the Milwaukee, Benton Harbor & Columbus Railway, thereby securing an outlet to Lake Michigan. John Dalman has been appointed assist-ant master mechanic of the Pittsburg,

Fort Wayne & Chicago shops at Fort Wayne. He is a recent graduate from an Eastern polytechnic college. Paymaster Wilhelm, of the Lehigh Valey, has resigned after forty years service with the company, and payment of employes by check is to be substituted for

George H. Bower has been appointed general baggage agent for the Missouri, Kansas & Texas, succeeding W. K. Maxwell, deceased. His headquarters will be in Parsons, Kan. The gross earnings of the Wabash in

September were \$1,615,569.31, an increase over September, 1899, of \$117,728.86, being the largest earnings in any one month in the company's history. Rate clerks of the Eastern and Transdssouri committee lines of the Western

Passenger Association will meet in Chicago to-morrow to consider winter tourist rates and arrangements. William Pratt, who has represented the Chicago & Alton at Kansas City for nineteen years, retired last week and the shippers of that city presented him with an

elegant dinner service. The management of the Baltimore & Ohio has decided to enlarge its freight-yard facilities in South Chicago and to spend several million dollars providing equipment

for the Chicago division. M. D. Woodford, president of the Cincinnati, Hamilton & Dayton lines and of the Indiana, Decatur & Western, is West again, and yesterday inspected the I., D. & W. main line and the River division

Charles S. Shoemaker, chief clerk in the ffices of General Passenger Agent E. A Ford, and his assistants, of the Pennsyl-Comfort for a vacation of two weeks The Lake Erie & Western will enlarge its shops at Lima, and John Rowe, mechanical engineer, has gone to Pittsburg to examine into the best methods of equipping railway shops and the most modern machin-

James McCrea, first vice president, and Joseph Wood, third vice president of the Pennsylvania lines west, on Saturday completed an inspection of the Northwestern ines, including the Grand Rapids & In-

The Vandalia received and forwarded last week at Indianapolis forty-two more loaded cars than in the corresponding week of 1899, the Bee-line division of the Big Four twenty-two more, the St. Louis division 223 more, the Lake Erie & Western 240 more. More than \$4,000,000 will be spent within the next year or so in placing the Chicago & Grand Trunk on a paying basis. The money will be used in making general improvements to the property. The roadbed will be placed in a better condition, and in many places new steel rails will be laid. The equipment will be increased greatly through the acquisition of new engines and

General Passenger Agent Daly, of the Lake Erie & Western, is much pleased that the passenger earnings of the lines are increasing proportionately with the freight earnings since the road came under control of the Lake Shore people, and when the roadbed is brought up to the Lake Shore standard, which it will be, he predicts still larger increases in business of the passenger department of the Lake Erie &

At the annual convention of the American Association of General Agents and Ticket Agents, to be held in Buffalo on Oct. 16, several important subjects will be submitted for decision to that body, viz.: Antiscalping legislation, the extension of the perfect safety paper system for use on nterline tickets, enlargements of the useulness of the association; also, the issuance of a compendium of passenger rates and divisions.

The Erie road now has to its credit nearly as much gain tonnage for a period of three years as it would have had if the Supreme Court had not declared the Joint Traffic Association illegal. Last week the Erie carried nearly one-third of all the grain shipped from Chicago by rail to the East The Grand Trunk was second, with less than half the tonnage of the Erie, and the Lake Shore was next highest, with about half the tonnage of the Grand Trunk.

Lake Shore Railroad employes are absorbed in the movement to establish a pension system similar to the one in vogue on the Pennsylvania. This pension rule was recently extended over the Buffalo and Allegheny Valley division of the Pennsylvania, and, apropos of its introduction by the Lake Shore, it may be mentioned that railway managers have learned that the pension scheme is a good thing for them financially, but the employes, as a rule, are op-

For a number of years an effort has been nade to get the Eastern railroads to issue an interchangeable mileage book, but so far nothing has been done. For the first time it now looks as if some definite action General Passenger Agent Wood of the

Pennsylvania Railroad, General Passenger FAST & Western, Traffic Manager Martin of the Baltimore & Ohio, and General Passenger Agent Lee of the Lehigh Valley is now

going into the subject. A freer movement of grain and its products through gulf ports is expected to betinue through the season. Little freight has as yet moved via the gulf, largely because of the scarcity of ocean tonnage The presidents' agreement will probably prevent any rate disturbance as a result of the reopening of the gulf ports for the free movement of export freight, as it is understood the gulf lines are in the arrangement and that rates are to be maintained to either seaboard

Augustus Newman, for twenty-eight years assistant general freight agent of the Chicago & Alton, has resigned. Mr. Newman is one of the last "old timers" of the Alton system to keep out under the new management. He is one of the best-known traffic men in the middle West. It was only a few days after the late T. B. Blackston assumed the presidency of the Alton that Mr. Newman took service with the road. He was older in the service than former Chicago & Erie at Disko, 112 miles from | Vice President Chappell or James Charlton, who recently resigned the general passenger agency of the line.

Harry Cherrier, general agent of the passenger department of the Great Northern, spent Sunday in the city. He says the Great Northern has disturbed passenger circles in the Northwest by announcing that, commencing Oct. 16 and each Tuesday up to and including Nov. 27, one-way and round-trip settlers' second-class tickets will be sold via the Great Northern Railway as follows: Chicago to Kalispell and Great Falls, Mont., and intermediate points where the rate is higher, one way, \$25; round trip, \$45. To points west of Kalispell and south of Marcus, one way, \$30; round trip, \$50. Round-trip tickets good for thirty days, with going transit limit of twenty days, allowing stop-over west of Minot.

Billy Bryan.

Once upon an ev'ning cheery, as I wandered, not much weary. Through that windy city 'pon a surging lake's southwestern shore. Some one that I need not mention brought afresh to my attention

That a Popocrat convention gathered there the day before, And to find a candidate did search the livelong day before! Some one hunting-nothing more!

pards 1.129 carloads of live stock and for Ah, full well do I remember! 'Twas July, and private switches on its line 960 cars, the hen one young and windy member serenely bobbed upon the floor! Brandishing his little saber, talked of neighbor

'gainst his neighbor, Of the bleeding brow of labor and the thorny crowns it wore! Yes, talked long and windy of the thorny crowns that labor wore! Raised a windstorm-nothing more!

res, he made most dire predictions of the wicked crucifixions That human eyesight yet might witness on this forsaken shore! Loudly talked and wildly ranted, till his hearers were enchanted-

By his visions so enchanted as they had never he'd ever seen before! Pointblank good one, if no more!

and when this loquacious squawker-this prodiglous, endless talker-Kept up his squawking and his talking for two long hours or more. You'd thought vultures would be flying to sume the starved and dying That around us would be lying ere four lon cheerless winters more!

That rankest reeking ruin would o'ertake us four years more! Dreadful ruin-nothing more! Thus he talked until he captured, yes, and very

each delegate as no human voice had ever don-Till they as their leader named him and as their candidate preclaimed him! Thus they named him and proclaimed him from Maine to California's shore!

much enraptured

motest shore!

They thought him a second Moses upon this poor sequestered shorel and Full-grown Moses, and some more! Then Billy he kept on talking. gander squawking,

He loud discussed the virtues of that beauteous ike a full-grown Shanghai's crowing, or as a young shorthorn lowing. His bazoo he kept a-blowing till echoes rang from shore to shore! His vain hallucinations echoed to earth's re-

Simply echoed-nothing more! When the ballots they had counted, poor, poor Billy's share amounted To-well, just enough to make him wish he' had a million more!

Ah, yes, after all his puffing and unprecedented bluffing-Such a puffing and a bluffing as ne'er mankind had heard before-When called upon for "show down" such a hand

was seldom seen before! Just a bobtail-nothing more! Now, instead of desolation and that wide-spread devastation. That Billy Boy predicted, full prosperity reigns

for the furnace flames are burning and workmen's wheels are turning, And happy laborers earning more wages than

they earned before! vania lines west, has gone to Old Point | Their dinner pails are fuller than in Democratic Surely this, and vastly more. But free silver never quitting, that chatterbox kept a-flitting

While his lungs were almost splitting), far outside the White House door! From many an old convention (all their names I cannot mention) Hither and thither he's picked up nominations by the score! Democrat, Popocrat, and other little crattles by

the score! Nicey crats, if nothing more! torted vision (A strangely bad strabismus rules his opticourse forevermore).

He says, with flaming peroration, that we are ruined Nation-Ruined! Hopeless of salvation if Mack's elected one time more! That this great country'll go to certain ruin ere four years more! Down to Hades-no place more!

He's a-steaming and a-smoking and a-clacking and a-croaking! Talks of kings and kingeraft, as great demagogues have done before! Many are the weary hours his talking appetite Talks of corporation powers-then sings of good old days of yore! Talks of Jefferson and of Lincoln, great master minds of yore!

Pesky nonsense-nothing more!

turn to earth once more!

Lincoln never dreamed of seeing such haphazard Within presidential waters plying hard his little Hail Columbia! What a splutter! What con temptuous words he'd utter, What surprises would he mutter, could he

earth once more; Much disgusted, if not more! When again Mack's been elected a tombstone will be erected Of Democracy, Popocracy and precious silver ore

He'd be indeed disgusted could he return to

Upon it will be engraven figure of a ghastly An uncouth and croaking raven from Night's Plutonian shore! The ghastliest bird that's been discovered or this forsaken shore! Only this and nothing more!

Over Billy's cogitations and his future aspira This tomb will cast a shadow while he stays o this inclement shore! Bugle horns no more can wake him-nay, nor luring hopes o'ertake him! E'en Johnny Altgeld will shake him! Forever undisturbed he'll snore!

Till Gabriel's trumpet sounds the resurrection unperturbed he'll snore! Unperturbed forevermore!

WORK AT TRACK

NELSON AND M'DUFFEE SHOW WHAT THEY CAN DO.

They Will Be Matched in a Twenty-Mile Motor Paced Race To-Night -Amateur Events.

five hundred people watched Nelson, the middle-distance champion and Eddie McDuffee, last season's L. A. W. middle-distance champion and the holder of the one-mile record of the world, take their final trying spins yes terday afternoon in preparation for the great twenty-mile motor-paced race of tonight. The stands at Newby Oval were plentifully sprinkled with . people. Some great riding was seen for Nelson placed a finishing mile to his credit in 1:31, and went the last lap or a quarter of a mile in :21. The little fellow was calling constantly for faster pace, but Trainer Pickard did not care to send him faster than an average of 1:40 owing to the rawness of the atmosphere after the rain. Nelson was paced by his two teams, the "Leetle Blue" and the Red Devil. Ruel and Hoye manned the blue motor and Blanchard and Allen the red machine. Frequent pick-ups were made to the intense delight of the crowd. Most of these were prettily done, but one in the home stretch was sufficiently harrowing to force the hearts of most of the watchers up into their mouths. Nelson swung from the one machine to the other while going at a 1:30 gait down the stretch. As he swung over he just missed going over the pole at a point waich would have landed him in the runway down under the track. There was a chorus of "Ohs" and throughout the stand after the fortunate escape of the rider. Many of the pick-ups received a cheer. Nelson's first mile was made in 1:46, his second in 1:48, the third in 1:43 and fourth in 1:39. At this point his tire gave him trouble and he stopped to see what was the matter with it. Upon starting again he went miles in 1:37, 1:44, 1:36 and 1:40, and then went out for his last miles. The finishing mile gave an idea | be gran of what the race will be like to-night.

NELSON'S WORK Neison had been riding fast, but when he doubled down to his work for the last mile and when the motor team opened up the power, it was quickly seen that the earlier work had been but play to the lad. He shot round the banks like a meteor and shouting again and again for faster pace, brought the people to their feet in wonder. His first quarter was made in :23, his second in :24, the third in :23, and the last in :21, or 1:31 for the mile. Had the pace given Nelson the speed he was evidently so anxious to take he would easily have beaten this time by several seconds. As it was he finished as fresh as could be and walked from the track with a step as light as that of a dancing master and with a smile on his face which betokened every confidence in his ability to win to-night. In his dressing room Nelson said that he in-tended, if favored by clear weather, to make this the ride of his life in the effort to get back the records which he lost in the East during the past week. In this connection an interesting bit of news was received yesterday when Manager Jim Kennedy came to town. Mr. Kennedy arrived in advance of Michael, who was compelled to go to New York on business. Mr. Kennedy said that the records of Stinson and Elkes at Brockton, would not be allowed by the board of control of the National ling Association, as they were not made with the requisite standing start, but were made with a flying start. This being the case Nelson still holds the records of the world from three to twenty miles, with the exception of a few which were lowered by Michael in his race against McEachern at Baltimore. Mr. Kennedy said that he considered the race between Nelson and Mc-Duffee well made and he expects to see a grand struggle to-night. The manager of Michael said that his little charge was just at present riding like a whirlwind and he expects him to give Nelson a hot whirl for the indoor championship throughout the indoor season at Chicago, Kansas City and St. Louis, and later at Madison Square

M'DUFFEE'S FAST MILES. Eddie McDuffee worked out a few fast miles yesterday back of his pacing machine, but did not go as far as Nelson. Mc-Duffee felt the chill air in the thin racing togs he donned for the afternoon work and soon retired from the track. Hoyt rode a number of miles and finished with a fast one in 1:33. Orlando Weber and a number of the amateurs rode, paced and unpaced, and Manager Prince arranged a match race during the afternoon between the two leading tandem teams of this city-Parsons and Andrews and Allen and Shirley. This race is the outcome of a hot argument between the riders and will be to a finish. The contest will be run upon the Australian style of pursuit contest and the teams, after starting on opposite sides of the track will not stop until one or the other has been caught. This is the bitterest sort of a race and means the hardest and most exciting sort of a race, taxing the staying qualities of the men to the ut-

The paced race to-night will be put on immediately at the close of the amateur contest in order that the people may get back to the city at the earliest possible moment. There will be no delay in running off the events and the great contest of the night should be over at a very early hour. The races will start at 8 o'clock prompt.

DREADED SAN JOSE SCALE.

Prof. Troop Makes Suggestions to the Audobon Society.

State Entomologist James Troop, who

was in the city yesterday said to a Journal

"In a recent number of the Journal mention was made of a meeting of the Indianapolis Audubon Society, at which action was taken looking to the passage of a law governing the care of lawn and other shade trees in the city. I should like to suggest to the committee having the matter in charge, that in the proposed bill provision be made for the proper inspection of all fruit trees and ornamental shrubs, as well as shade trees, both in private places and public parks and streets, for injurious insects and plant diseases. I am moved to make this suggestion on account of recent developments in West Indianapolis, where the much-to-be dreaded San Jose scale has found most congenial surroundings. have visited that part of the city several times within the last few weeks, and have found this pest in its worst form on no less than sixteen different private grounds, and my last visit, on Oct. 6. satisfied me beyond a doubt, that it is scattered all over that portion of the city, and that heroic measures will have to be taken in order to

stamp it out.
"Nor is it confined to the west side alone, as a few cases have been reported in other parts of the city. So far as I have been able to ascertain, it is confined to private places, but several of these infested lots are situated within a few rods of one of the city parks, and herein lies another source of danger, as if it once gains a toothold in the larger trees of the parks t will be extremely difficult to dislodge it."

KEY TO CHRISTIAN SCIENCE.

Follower of the Faith Sets Forth the Principle on Which It Rests.

To the Editor of the Indianapolis Journal: As a Christian Scientist I wish heartily to concur with the Rev. Levi M. White, of your city, in his remarks on divine healing published in the Journal a few days since. In the course of his remarks the reverend gentleman said: "There never was but one divine healer," and this concurs with the Christian-science teaching that God alone-the infinite, ever-present ever-operative, ever-active Spirit-is the only healer. A Christian science practidoner does not, therefore, claim to be divine healer," but one who, by the prayer of spiritual understanding, scientifically applies the power of God-i. e., the wisdom or thoughts of God-to the cure ease and all the ills to which the man of flesh seems to be heir. Christian science

... ENGLISH'S ... Tuesday, Wednesday, Oct. 9, 10-Mat. Wed.

RICHARD GOLDEN "OLD JED PROUTY" Seats now ready. Next-Kelcy and Shannon. GRAND - To-Night and all the Week

Grand Stock Company in the great pastoral drama "A SOUTHERN ROMANCE" Evenings, 25c and 50c; matinees, Thursday and Saturday, 25c. Seats on sale two weeks in advance. Choice season locations left.

PARK-To-Day-2 P. M Vogel & Deming's Big Minstrels loc, 20c, 30c. Everybody goes to the Park Thursday—"A Trip to Coontown." EMPIRE THEATER

Wabash and Delaware streets ONE WEEK..... Commencing Oct. 8 EVERY NIGHT. MATINEE DAILY.

AUSTRALIAN BURLESQUERS Prices of Admission - 10c, 15c, 45e and 50e

Next week-Sam Jack's Burlesque Co. RACES

NEWBY OVAL. MONDAY NIGHT, OCT. 8, 8:30 p. m. .Nelson vs. McDuffee..

TWENTY MILE MOTOR-PACED RACE. LEGAL ADVERTISEMENTS.

Petition of Bankrupt for His Discharge. In the matter of Louis Traugott, bankrupt. 613 in bankruptcy.

District of Indiana, ss. On this 25th day of September, A. D. 1900, on reading the petition of the bankrupt for his dis-It is ordered by the court that a hearing be ad upon the same on the 30th day of October, D. 1900, before said court at Indianapolis, in said district, at 9 o'clock in the forenoon, and that notice thereof be published twice in the indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time

and place and show cause, if any they have, why the prayer of the said petitioner should not And it is further ordered by the court that the lerk shall send by mail to copies of said petition and this order, addressed o them at their places of residence, as stated. Witness the Honorable John H. Baker, Judge of said court, and the seal thereof at Indian is, in said district, on the 25th day of September, A. D. 1900. [SEAL.]

Petition of Bankrupt for His Discharge. In the matter of William A. Coppock, bank-

District of Indiana. On this 25th day of September, A. D. 1900, on eading the petition of the bankrupt for his dis-It is ordered by the court that a hearing be had upon the same on the 30th day of October, A. D. 1900, before said court at Indianapolis, in said district, at 9 o'clock in the forencon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not

opies of said petition and this order, addressed o them at their places of residence, as stated.
Witness the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapois, in said district, on the 25th day of Septem-NOBLE C. BUTLER, Clerk. Petition of Bankrupt for His

Discharge.

In the matter of Daniel Rost, bankrupt.

No. 662 in bankruptcy. District of Indiana, ss On this 25th day of September, A. D. 190 eading the petition of the bankrupt for his dis-It is ordered by the court that a hearing be had upon the same on the 30th day of October, A. D. 1906, before said court at Indianapolis, in said district, at 9 o'clock in the forenoon, that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence, as stated. Witness the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapo-lis, in said district, on the 25th day of Septem-ber, A. D. 1900. [SEAL.]

NOBLE C. BUTLER, Clerk. Petition of Bankrupt for His Discharge.

In the matter of Peter Hansen, bankrupt. No. 676 in bankruptcy. District of Indiana, s On this 25th day of Ser ing the petition of the bankrupt for his dis-

persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence, as stated.
Witness the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapo-

ber, A. D. 1900. [SEAL.] Petition of Sankrupt for His

Discharge. In the matter of Joachim Traugott, bankrupt No. 681 in bankruptcy. District of Indiana, ss

On this 25th day of September, A. D. 1900, or reading the petition of the bankrupt for his dis-It is ordered by the court that a hearing b had upon the same on the 30th day of October, A. D. 1800, before said court, at Indianapolis, in said district, at 9 o'clock in the forenoon, and that notice thereof be published twice in the In-dianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have,

why the prayer of the said petitioner should not be granted. And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence, as stated. Witness the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapo lis, in said district, on the 25th day of Septemher. A. D. 1900. NOBLE C. BUTLER. Clerk.

teaches that mortal human sickly thoughts make the body sick, while divine thoughts or the thoughts of God, make the body well. Its practice therefore is the divinely scientific substitution of divine thoughts and the power of God in place of the sinful, sorrowful and diseased thoughts of humanity, and is fully epitomized in Paul's statement, "And be ye transformed by the renewing of your mind," this transformation being physical as well as mental, moral and spiritual. The Christian-science practitioner therefore is simply a mediator between the suffering patient and the Truth, or thoughts of God, which heal and save. He takes no credit to himself, makes no pretensions claims no homage, is not mysterious, never deceives or misleads, never manipulates but is simply a channel through which the divine blessing comes, or a reflector shedding forth the divine light which heals, purifies and saves to the glory of the one all-powerful, invisible and indivisible God. The whole medus operandi of the system of divine metaphysical healing is made plain in the chapter on "Christian-science Practice" in "Science and Health, with Key to the Scriptures," by Rev. Mary Baker Eddy, and is truly epitomized in this one sentence taken from Page 491. Line 4, of this truly wonderful work: "God will heal the sick through man whenever man is governed by God." Thus it will be seen that Christian-science practitioners bear not the faintest relationship to "divine healers" in modes, methods or practices, but that the healing resultant from their methods is Christian, helpful, spiritual, purifying, purely evangelical and truly orthodox in the divine sense of that term. That these methods bear most wonderful physical fruits is proved by the wonderful realing work of Christian science-i. e., fully one million hopeless cases of disease healed by its application in less than a WILLIAM BRADFORD DICKSON.

Unkind Remark.

South Bend, Ind., Oct. 6.

Is there anything much homelier than the

LEGAL ADVERTISEMENTS. Allowances by Board of County Com missioners of Marion County,

Indiana, at the September

Term, 1900.

Jos. McWilliams & Co., new heating

advertising

J. Clark, for service in insanity cases

ianapolis Sentinel Co., for advertising

Landis, salary co. superintendent

Ridpath, for salary as secretary

Sentinel Printing Co., for supplies for

t. W. Ridpath, supplies Board of Health tate Board of Charities, transportation

John V. Coyner, roads and highways.... Wm. T. Brown, salary co. atty....... Amos Hynes, salary pauper atty......

illis R. Miner, dep. co. assessor...... aniel Lesiey and A. F. Ayers, expert

E. Krogelo, burial ex-union soldiers...

ryce Steam Bakery, supplies workhouse

l. W. Tutewiler, tenihan & Blackwell.

Vin. Beck, ndianapolis Water Co.,

Indpis. Fancy Grocery Co. Louis E. Haag,

Flanner & Buchanan

Lilly & Stalnaker,

ligin Dairy Co.,

Landis, for institute .

funtington & Page Freancy Bros., Mansfield & Jenkins, Edward T. Helfer, Fred Smock, asylum Scharm & Rubush William Beck, Hibben, Hollweg & Co., . C. Perry & Co., Saks & C Frank L. Daugherty, George W. Sloan, entinel Printing Co., . W. Wiese, Frockway & Eppert, I. H. Herrington,
Chandler & Taylor Co.,
Edward Malon,
Layman & Cary Co.,
Huntington & Page,
Vonnegut Hardware Co.,
George W. Kechner & Co.,
I. M. and C. Union,
Lilly & Stalnaker,
W. G. Wasson, Co. G. Wasson Co., J. C. Perry & Co., corge T. Evan Louis E. Haag. eischmann & Co.. NOBLE C. BUTLER, Clerk. W. Peek & Son, loCormick Ha't. Mch. Co., Maria Haslep, Indpls. Light-Power Co., Mutual Ice Co., Smith & Co Vilcox & Judd. clerk shall send by mail to all known creditors fown of irvington, indpls. Light-Power Co. R. C. Light, medical frown, poor Franklin township. ames A. Burnett Dr. Curry, me Indpls. Orphan Asylum, support inmates E. Dunlavey, autopsies.... bert F. Emmett, ex-sheriff, salary... that notice thereof be published twice in the In-dianapolis Journal, a newspaper printed in said district, and that all known creditors and other Eugene Saulcy, office deputies Center orge B. Elliott, clerk, salary...... igene Saulcy, office deputies Center township assessor

R. N. Harding, pay roll, workhouse....
E. W. Pierson, assesor Wayne township is, in said district, on the 25th day of Septem-Brown-Ketcham Iron Works, new building at asylum for insane... Chandler & Taylor, hartes W. Melkel, Frank L. Daugherty, asylum for insane W. Failey, truancy officer. Sugene Saulcy, office deputies Center Frank L. Daugherty, pay roll employes Pfeifer, furniture, asylum for insane o. Pfeifer, repairs courthouse...... F. Craig, engineer, employes court-C. F. Craig, engineer, employes jail..... John Smith, pay roll asylum for poor... Allowances by Circuit Court, September Term, 1900. hn A. Hugg, clerk Probate Com'r ..... & Carpenter, stenographers..... Twiname, bailiff.....

Allowances by Superior Court, Room

No. 1, September Term, 1909.

Allowances by Superior Court, Room

No. 2, September Term, 1900.

Allowances by Superior Court, Room

No. 3, September Term, 1900.

d Steam Laundry, towell ......

HARRY B. SMITH, Auditor Marion County.

Indiana, Decatur & Western Railway Co.-

ing of the Stockholders of the Indians, Decatur & Western Railway Company will be held at the office of the company in Indianapolis, Ind., on Wednesday, October 10, 1900, at o'clock p. m., for the election of three director and the transaction of such other business at may properly come before the meeting.

Notice is hereby given that the annual ng of the stockholders of the Indians,

eporter Pub. Co., bar dockets .....

hason & Metcalf, stenographers ....

ohnson & Metculf, st.

eorge B. Elliott, clerk ..

taiph Ray, page...... leorge B. Elliott, clerk.

Garber & Carpenter, stenographers .....

Pred Crane, page.

Bowen-Merrill Co., law books..........

Reporter Pub. Co., bar dockets........